

apparently conducted for the sole purpose of finding out what was meant by section four.

"That section said plainly that under practically similar conditions a higher rate should not be charged for a shorter haul. But at the end of the fight the courts decided that similar conditions could not be held to exist when the fact of competition entered into the case. As it was seldom, indeed, that a higher rate was charged for a shorter haul where competition at the end of the long haul was not responsible for the reduction, it can easily be seen just what were the results of the court's interpretation of the law. The exception covered practically all of the actual cases. There was nothing left for the rule itself save abstractions.

"Now, the failure of a law is nowhere attributed to a lack of zeal on the part of the framers. It was due rather to the fact that the rule of construction prescribed in the statute did not reach and could not reach many of the offenses.

"There is another striking instance of the inability of the present law to cope with the situation which goes beyond that, however, and serves as an indicator of the many serious obstacles in the way of affording additional relief. Under the present law a railroad may lower its freight tariff by giving three days' advance notice to the commission and raise them by ten days' notice. What, may I ask, is to prevent a traffic manager of a railroad from coming to an agreement with a shipper—presumably one who has been extending his patronage to a rival carrier—that on a certain day he will put in a reduced rate? The agreement having been made, he puts in the secured rate on three days' notice, secured from the shipper a large amount of tonnage arranged for in advance, and after it has passed over his lines puts in a notice of return to the original rate, giving ten days' notice to the commission. It cannot be denied that this transaction has all the effect of a secret rebate, and yet it is done under the direct sanction of the United States statutes.

"There is at present no federal law which covers in whole or in part the measures of the contemplated 'let in railroad conditions. Think, then, what will be the effect of the pending statute rules of conduct which shall cover the manifold intricacies of the regulation of railroad rates under government control.

"Any act which shall have the desired effect must be substantially sound. It is not enough that the powers of the interstate commerce commission be increased. That body might be endowed with authority that covered everything in the railroad code from the regulation of rates to the disposition of rolling stock, and yet its hands would be tied as effectively as if the rope had been used with intent. After the substantive purpose of the act has been accomplished, the staple rules of conduct must provide for every contingency. The framing of such legislation will be a herculean task, and yet it would be better to have a sound basis in the beginning than to start haphazard and become involved in a legal tangle that two decades would not serve to unravel.

"Whatever the legislation is passed, it is safe to say it will go before the supreme court for review. If it is not to be resolved into its original elements it must be administratively effective. It must be a deep consideration that is now being given to the question, will result in more attention being devoted to this heretofore apparently neglected but all important phase of the situation."

Public Printer.
The question of a new public printer is being revived. As was intimated in these letters some time ago there was never much likelihood of Foreman Ricketts being assigned to that office. Mr. Ricketts was appointed confidentially as a temporary incumbent, and there was never any likelihood that he would be permanently installed. Mr. Ricketts has made a hard fight for the appointment, but it is said that the president is determined to choose an outsider. The administration does not want any remnant of the old regime in the government printing office to remain in authority. Several names of competent men have been suggested, and one of them has already been sounded as to his willingness to take the place if it were offered. But up to the present no definite selection has been made.

Campaign Contributions.
It is quite possible that during the coming session of congress the bill for publicity in regard to campaign contributions formulated by Representative Bourke Cochran will be revived. This measure provided for the recording of any campaign contributions of over \$50 with the clerk of the court in the country where it was made and provided criminal penalties for disregarding the law. It is known that the president is heartily in favor of this or any other measure that will tend to the purity of campaign work. The bill would hit very hard at a number of senators and congressmen, but it would be a measure very hard to vote against if it ever came to a vote.

Diplomatic Changes.
There have been several important changes in the department of legation in Washington lately. The South American republics seem bent on housing their representatives better than in the past. For instance, one minister whose government this year has rented him an imposing legation, was formerly content with very modest quarters in a private boarding house on the edge of the fashionable quarters of the city. The latest additions to the list of new legations are the Argentine, which have taken quarters in a two fine houses on Massachusetts avenue. They are close together, one being at 1715 and the other at 1727 in the same block. The houses are in the heart of the fashionable and diplomatic quarter and will be the scenes of a number of entertainments during the coming season.

"Street" is Satisfied.
The work of the agricultural department in the preparation of cotton statistics seems to be satisfactory to the "street" in general, and it ought to argue well for the secrecy with which the work is being done that the statement this month came as a decided surprise. The statement of crop conditions as 74½ was followed by a general break on the cotton exchange, where there had been reason to expect a more bullish report. The secretary of agriculture is well satisfied with the work of the new board of statistics in the department and believes that it will accomplish all that was claimed for it when it was organized.

Japanese Spies in America.
It is stated that there has been some uneasiness created in the war and navy departments over the report that there were a number of Japanese spies taking stock of the defenses. This report may be very largely disregarded for two reasons. In the first place it is quite the custom for even friendly powers to map out plans of campaign against other powers, thinking that they will be used. In the second place there is not much in the line of defense in the Philippines that spies of any sort could discover.

RAILROAD MEN!
When desiring TRAIN BOOK COVERS go to Mitchell's, at the Journal Office.

ROOSEVELT WILL MAKE IMPORTANT SPEECHES IN SOUTH

Overwhelmed With Invitations From Southerners.

POPULARITY INCREASING BELOW MASON AND DIXON LINE

Washington, Oct. 8.—President Roosevelt is prepared to make some important political utterances during his trip through the southern states. He has already written a speech on the Chinese exclusion policy, which he will deliver in Raleigh, N. C. At other points he will express his views on such important matters as rate legislation, the navy, Santo Domingo, and possibly Venezuela.

Mr. Roosevelt's friends in the south have told him his popularity is now very great among all classes, and that his appointments to offices of former Confederates and widows of leaders of the "lost cause" have overcome the resentment caused by his appointment of Dr. Crum, a negro, to be collector of Charleston, and by the Baker-Turner Washington incident. It is thought if ever the president will be able to sound the keynote of his policies with effect it will be during this journey.

Senator Simmons, of North Carolina, asked the president to stay longer in Raleigh than he has contemplated, but Mr. Roosevelt felt obliged to decline, as well as to refuse to make certain stops elsewhere in the state. He talked with Senator Simmons about the speech he will deliver in Raleigh. The senator declared he was with the president on railroad rate legislation, revision of the tariff and better treatment of the Chinese of the United States who desire to enter the United States.

J. O. Thompson, collector of internal revenue, headed a delegation from Alabama, consisting of John L. Parker, Eugene Fies, J. B. Babb, Henry Shorter, J. H. Barr and Major Thurston, who requested the president to spend more than the two hours allowed by the schedule in Birmingham, Ala., on October 24.

Representatives Meyer and Davis, of Louisiana, and Postmaster Thomas J. Woodward, of New Orleans, told the president that he would be as safe from yellow fever in New Orleans as from smallpox and typhoid in Washington. They desired him to remain over night on October 26, to be entertained at a banquet tendered by the city. It is probable, however, that Mr. Roosevelt will not do so, but will embark on the warship which is to carry him north.

Rear Admiral Brownson, commanding the armored cruiser division of the North Atlantic fleet, visited the president and it was decided that the Virginia should bring the president north from New Orleans. The West Virginia is the flagship of Rear Admiral Brownson.

When the president arrives at Old Point Comfort the Mayflower will probably bring him and his secretary to the Potomac to Washington. This will be about November 1.

Senator Martin brought to the White House a delegation from Petersburg, Va., with an invitation for Mr. Roosevelt to attend there the reunion of the Confederate veterans of Virginia, which is to be signalled by a reproduction of the battle in the Crater. The president felt obliged to decline this invitation as he will be in New Orleans at that time.

HEAVY BUYING OF IRON AND STEEL

BIG INTERESTS SEEKING TO CURB SPECULATION AND RUN-AWAY MARKET.

New York, Oct. 8.—In its summary of iron and steel conditions, the Iron Age says:

While the largest producers of iron and steel have been preparing for a long time for the heavy consumption which they have anticipated, the buying movement has come somewhat earlier than they expected and has been of surprising volume. As an indication of what has been happening we may note that the September sales of the United States Steel corporation constituted a record, and have been double its capacity.

The most interesting development of the iron work has been the rush to buy foreign coke for 1906. A number of the larger steel companies have closed very important contracts, and the big iron makers generally have hastened to cover. The price advanced to \$12.25 and \$12.50 at once for strictly Connellsville coke, which is \$1 above the price at which coke was sold in the spring.

This means a very serious addition to the cost of production of pig iron and accounts for the attitude which makers are assuming. They are putting up prices, and are chary of taking business beyond the first quarter of 1906. The feeling is growing that speculative buying on the part of consumers, of which there are some indications, should be discouraged.

The large steel interests are outspoken in their determination to prevent a runaway market, and in this the makers of pig iron join, although they insist that prices must reach a level which will compensate them for the higher cost of manufacture. As prices now stand in this country and abroad there is no chance of any imports of pig iron, outside of metal brought in in order to manufacture for export.

"Steel is very scarce," the Iron Age says in concluding its article on the country. The rail trade has quieted down a little. It is understood that a small part of the New York Central order has been placed."

SHE HAS SOME JEWELS LEFT

Woman Who Accuses Man of Theft of \$1,200 in Gems in Cafe Sparks in Court.

Cleveland, O., Oct. 8.—Her white shirt waist encrusted with diamonds, turquoises and plain gold ornaments, Mrs. George King, prominent in east end society, testified yesterday in the criminal court to an alleged theft from her of \$1,200 in jewels by William Downing, a travelling salesman. She said Downing had drugged a glass of wine in a cafe and given it to her, and when she regained her senses her jewels had disappeared.

Downing swore that Mrs. King proposed an elopement with him to Detroit on the night of the alleged robbery and had given him the jewels that they might get money for their expenses. He admitted he was wanted in Boston on a charge of pocket picking and that he had been in a saloon keeper, gambler and bookmaker.

WILLIAMS LOOKED UPON AS THE MOSES OF THE DEMOCRACY

House Minority Leader to Take the Stump.

HAVING TROUBLES OF HIS OWN IN FINDING AN ISSUE

Washington, Oct. 8.—The announcement from Jackson, Miss., that John Sharp Williams, the leader of the minority in the house of representatives, will speak in the fall campaign in Virginia, and perhaps other states, is looked upon with interest by republicans and democrats alike, as they expect that Mr. Williams will do much to clear the atmosphere in relation to the issues that are to be put to the front in the state elections.

There is a general belief that Mr. Williams will take a stand on the subject of railroad rate legislation that will make it the dominant issue although his pronounced views of the tariff and the section of the country that he represents make it very sure that he will endeavor to press tariff revision to the front. There are many men in and out of congress who are wondering what position Mr. Williams will take on rate legislation, especially in respect to the oft-repeated statement that important increase of the powers of the interstate commerce commission might result in doing away with separate cars in the south for white and colored people.

The Prevailing Opinion.
But the opinion prevails that Mr. Williams will be inclined to point out sufficient amendatory rate legislation to make an issue from the viewpoint of the democrats, at least, without approving any legislation that would interfere with the policy that exists throughout the south in carrying white and colored people in separate cars.

But in advocating any change in policy in the fixing of railroad rates it is fully understood that Mr. Williams, as a representative of the south, will find embarrassment in advocating anything like the fixing of rates on the cost of service or the adoption of a mileage rate, which are practically the same, and which are being advocated by Governor Cumming, of Iowa, and others, because many of the southern seaboard cities enjoy advantageous rates owing to their favorable locations on the coast, where they have water transportation.

Claim of Republicans.
Republicans also claim that it would be impossible for Mr. Williams to make any political capital from such an issue because of the declared policy of the president and because of the vigorous course of the administration in prosecuting Chicago meat packers charged with rate discrimination, as well as the action that has been taken in congress to investigate the complete investigation of the questions involved in the demand for rate legislation. The republican house, they declare, promptly passed the "Esch-Townsend bill" and the senate, with its proverbial conservatism, took the position that the whole subject should be carefully studied in order that so important a matter might not be passed upon until every interest affected might have an opportunity to be heard. Following that determination the senate committee on interstate commerce proceeded to hold hearings and to invite practically every body that cared to express an opinion before it. Those hearings were continued until no one could claim that he could not secure a hearing.

Mr. Bacon, who was the leader of the agitation for rate legislation, finally announced that he had nothing more to offer and had no additional witnesses to be called before the committee. The committee has been instructed to bring in a bill when the next congress meets, and it is said that every session has been given that legislation will be promptly enacted in the coming winter.

Hard to Make an Issue.
With that record for the republicans to stand on it is said that Mr. Williams will find it hard to carve out an issue on rate legislation. If there is to be such an issue it is declared it cannot logically be made until the republicans have moved to the extreme and have acted without adequate action.

But, in spite of these facts, it is expected that Mr. Williams will have a great deal to say on the stump about rate legislation. Whatever the issue will be received with the greatest interest, and will doubtless be taken up by democrats all over the country and put forward with the utmost force that can be commanded by the democratic spellbinders.

WORKS WONDERS.

A Wonderful Compound—Cures Piles, Eczema, Skin Itching, Skin Eruptions, Itch, Cuts and Burns.

Doan's Ointment is the best skin treatment, and the cheapest, because so little is required to cure. It cures piles after years of torture. It cures obstinate cases of eczema. It cures skin itching. It cures skin eruptions. It heals cuts, bruises, scratches and abrasions without leaving a scar. It cures permanently. Albuquerque testimony proves it.

J. H. Cross, of 53 South First street, employed in the Santa Fe shops, in the mill department, says: "Exposure and sitting on damp logs and cold stones while in the mountains some three months ago, brought on itching hemorrhoids, commonly called piles. While not severe or serious they were very annoying and I put off doing anything to get relief until compelled to. One evening I stepped into the Alvarado Pharmacy and saw Mr. Briggs for something to bring relief. I finally decided upon Doan's Ointment. The first application gave relief and in a short time I was practically cured. I have great confidence in the remedy for what it did for me. I never used anything which was so soothing and healing. I recommend it to others and know they will not be disappointed in the results if they give it a trial."

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, N. Y., sole agents for the United States. Remember the name—Doan's—and take no other.

For picture framing go to Newcomer's, next door to postoffice.

The very best of Kansas City beef and mutton at Emil Kleinwort's, 115 North Third street.

Get your train book covers from Mitchell's, at the Journal office.

Don't miss your Fountain Pen. But take it to Newcomer for expert repairing.

BIG LEAGUES WILL BATTLE FOR THE CHAMPIONSHIP

Nationals and Philadelphia Americans to Meet.

WILL DRAW BIGGEST CROWD OF FANS IN QUAKER CITY

Philadelphia, Oct. 8.—Arrangements have been completed for a series of base ball games here between the New York National League club and the Philadelphia American League club, winners of the 1905 championship of their respective leagues. Extraordinary preparations have been made to handle the crowds which are expected to be the largest that have ever attended a base ball game in this city.

National at Chicago.
Chicago, Oct. 8.—The season closed today with a double-header, the locals winning both games on better work by their pitchers and cleaner fielding. The first game went twelve innings.

First game—R. H. E.
St. Louis 2 6 3
Chicago 5 12 2
Batteries—Wicker and Kling, McDougal and Shea.

Second game—R. H. E.
Chicago 6 6 3
St. Louis 2 4 3
Batteries—Brown and O'Neill, Hoesler and Grady.

At Cincinnati—First game: R. H. E.
Cincinnati 2 4 2
Pittsburg 4 9 1
Batteries—Overall and Schiel, Case and Gibson.

Second game—R. H. E.
Cincinnati 4 9 1
Pittsburg 1 7 2
Batteries—Ewing and Street, Kincaid and Peitz.

AMERICAN LEAGUE.
St. Louis, Oct. 8.—Chicago closed the league season in St. Louis today by driving a double-header.

First game—R. H. E.
St. Louis 3 8 3
Chicago 1 7 2
Batteries—Smith and Spencer, Patterson and Sullivan.

Second game—R. H. E.
St. Louis 3 8 0
Chicago 1 7 2
Batteries—Powell and Sugden, Walsh and Hart.

READY FOR FINAL SPLIT.
Cable Steamer Has Arrived 187 Miles From Irish Coast.

Canoe, N. S., Oct. 8.—The steamer Colombia, which sailed from here September 22, paying out the Commercial company's new Atlantic cable, reports that she arrived at 1 o'clock this evening at a point 187 miles from the Irish coast, where she will make the final splice between the 2,000 miles of cable she has laid from the American side and the 187 miles laid from the Irish coast by the steamer Cambria last June. The Colombia's report added that a southwest gale was blowing, which would cause a temporary delay in the splicing but that the completion of the cable was a matter of only a few hours. This will make the fifth Atlantic cable laid by the Commercial company.

Daily reports from the Colombia since the left have been valuable for their information as to weather conditions in mid-Atlantic. On September 28th the weather on the Irish coast and the American coast was fine, but the Colombia was lying in a hurricane in latitude 31.55 north, longitude 42.10 east, blowing with the greatest force from the southeast.

Don't fail to see that large display of beautiful dolls at Newcomer's, next door to postoffice.

PILES

"I have suffered with piles for thirty-six years. One year ago last April I began taking your medicine. In the course of a week I noticed the piles lessened and at the end of six weeks they did not trouble me at all. Canoeists have to move much and I am now a new man." George Kryder, Napoleon, O.

Best for The Bowels
CANDY CATHARTIC
THEY WORK WHILE YOU SLEEP

Pleasant, Palatable, Potent, Taste Good, Do Good, New York, N. Y. Sold in bulk. The genuine tablet stamped C. C. C. Guaranteed to cure your piles back.

Sterling Remedy Co., Chicago or N. Y. 503

ANNUAL SALE, TEN MILLION BOXES

Toti & Gradi,
Dealers in GROCERIES, PROVISIONS, BAY GRAIN AND FUEL.

Fine Line of Imported Wines, Liquors and Cigars. Place your orders for this line with us.

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It Heals Without A Scar.

The great neglected, soothing and healing ointment—KING CACTUS OIL never leaves a scar.

Prof. Dean's King Cactus Oil

It cures cuts, scratches, bruises, old sores, swellings, frost bites, chapped hands, barbed wire cuts on animals, burns, and saddle galls, mange, itch, and all kinds of man or beast.

At drug stores, 15c, 50c and 40c bottles, and in decorated cases, or sent prepaid by the manufacturer, OLNEY & McCAID, Clinton, Iowa, if your druggist cannot supply.

For sale by ALL ENTERPRISING DRUGGISTS.

B. H. Briggs & Co.
Proprietors Alvarado Pharmacy
First St. and Gold Ave.
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Wholesale Liquor & Cigar Dealers

Exclusive Agents for Yellowstone and O. F. C. Whiskies, McE & Choudon White Seal Champagne, St. Louis A. B. C. Bohemian and Jos. Schlitz Milwaukee Bottled Beers, and Owners and Distributors of the Alvarado Club Whiskey.

Write for our illustrated Catalogue and Price List.

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YOU CAN SAVE
Some of your money by letting us furnish your Drug-Store Supplies—and we can furnish everything usually found in a well-kept, progressive Drug Store.

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Of our ability to handle your banking business to your satisfaction. We shall be glad of an opportunity to talk with you.

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It is from old wheat, well seasoned, guaranteed to make the best bread and pastry. Your grocer will supply you.

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BLOWING
IS NOT EXACTLY IN OUR LINE. BUT WE HAVE TO INDULGE IN SELF-PRaise TO BE TRUTHFUL ABOUT OUR BEER. WE KNOW IT IS AS GOOD AS ANY BEER BREWED—YOU WILL AGREE WITH US WHEN YOU TRY IT—WE TAKE EVERY POSSIBLE CARE IN THE BREWING AND BOTTLING. PILSENER BEER DELIVERED AT YOUR HOUSE FOR \$3.00 PER CASE OF TWO DOZEN QUARTS; \$2.00 PER CASE OF TWO DOZEN PINTS.

Southwestern Brewery & Ice Company
Auto. Phone 292—ASK FOR DIAMOND ICE—Colo. Phone 93

MONTEZUMA TRUST COMPANY

ALBUQUERQUE, NEW MEXICO
Capital and Surplus, \$100,000.00

REPORT OF THE CONDITION

—OF THE—

First National Bank

Albuquerque, New Mexico

AT THE CLOSE OF BUSINESS, AUGUST 25, 1905

RESOURCES

Loans and Discounts \$1,191,220.39
Bonds, Stocks, Real Estate 63,222.60
Banking House and Furniture 38,500.00
United States Bonds 323,000.00
Cash and Exchange 1,240,015.50 1,563,015.50

LIABILITIES

Capital and Profits \$ 285,030.28
Circulation 200,000.00
Deposits 2,470,928.21

TOTAL \$2,935,958.49

DEPOSITORY OF THE A. T. & S. F. RAILWAY SYSTEM

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Colorado Phone, 1126-2 rings

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